



Santa Maria Refinery: Preparing for the Future

Who Are We?

- **We Are Phillips 66**
 - Created as separate company on May 1, 2012 via a spinoff from ConocoPhillips
- **Integrated Downstream Company**
 - Midstream, Chemicals, Refining, and Marketing & Specialties
 - No oil exploration or production – we buy crude oil on the open market
- **Santa Maria Refinery Basics**
 - Employ 130 full-time people in addition to ~75 specialized contractors
 - Built in 1955
 - Important part of California energy infrastructure and the local economy
 - Over \$2.2 million in annual tax revenue
 - Employee and Contractor payroll is \$44 Million



What Are We Proposing?

- **Modification to the existing rail facilities that will allow the receipt of 3 trains per week per the EIR Project Alternative**
 - Eastward extension of the existing rail spur
 - Rail car unloading facility
 - Aboveground on site pipeline to transfer crude oil to existing tanks
 - *No change in the amount of crude oil processed at the refinery*
 - *No increase in tank storage*
 - *No change in the amount of petroleum coke produced at the refinery*
 - *No impact to ESHA (because the project site has no ESHA)*
 - *Net increase in high quality habitat*



Why This Project?

- **Maintain viability of the refinery**
 - Over 200 jobs
 - Local and state taxes paid - \$2.2 million annually
 - Employee and contractor payroll - \$44 million annually
 - Purchasing from suppliers - \$30 million annually
- **California Crude Oil Production Decline**
 - The decline of California crude oils is very well documented
 - Production along the Central Coast drastically reduced
 - Competition for barrels
- **Major Pipeline Shutdown**
 - Third party (not Phillips 66) pipeline from Las Flores Canyon to Sisquoc out of service indefinitely
 - Offshore platforms not producing crude oil



Benefits and Features of The Project

- **Maintain viability of the refinery**
 - Over 200 jobs
 - Refinery impacts over 1,200 jobs in the local area
- **Lower Modeled Health Risk (EIR 3 Train per week alternative)**
 - Health risks due to on site operations lower than APCD threshold
 - Will lower the overall health risk of the refinery
 - No significant impacts due to on site operations
- **Safe Mainline Operation**
 - Safe movement of 3 trains per week from San Ardo through SLO County to LA for 20 years
 - Speed limits, track inspections, remote on line rail car inspections
 - Regulated by DOT, PHMSA, FRA
 - Actions have resulted in safer operations
- **Habitat Restoration**
 - Native restoration will be twice the size of the disturbance area
 - Continuous long term monitoring, ensuring high quality habitat





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